1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

312 185 Although by 1900 these conditions were not unrealized either in Baghdad or Istanbul, they had not been formulated as connected problems for solution. Governmental activity in this sphere had consisted, at the caprice of Pashas, in no more than some measure of organization of petty local works. The Administration had in fact neither the knowledge nor control nor finance necessary to formulate or organize a comprehensive irrigation system. Heedless alike of present evils and of rich possibilities, the governors of 'Iraq were doing and planning nothing while irrigation in Egypt and India was making great and fruitful progress. Nor was the contribution of the public more promising; the shiftless tribal cultivators carried out with low efficiency such minimum of silt-clearance and flood-dyke repairs as was forced upon them, erected temporary canal-heads of reed-bundles or brushwood, multiplied their primeval devices of water-lift, wastefully prolonged or resited their canals, and ruined area after area with neglected salting.

An outstanding case of deterioration in irrigation conditions was occurring in these years on the middle Euphrates. Up to 1880 the Ḥilla branch had been maintained as the principal waterway, the Hindiya branch being a canal deriving from it. But the closing of the Ṣaqlawiya head up-stream, and the operation of natural forces of silting and scouring, allowed the Hindiya branch to gain in width and discharge. The problem of maintaining the flow of the Ḥilla branch had become first critically difficult and finally impossible. French engineers in 1891 completed a masonry dam which still held precariously in 1900, but failed to arrest the increasing ruin of Ḥilla branch irrigation.

487 The ancient land routes of the territory had remained constant since many centuries. Camel caravans used the desert ways of Damascus and Aleppo, mule-trains the time-worn hill tracks into Luristan, Kirmanshah, Persian Kurdistan, and the Van wilaya. 491 Within 'Iraq the routes were fixed by custom based on convenience; but here there were signs of recent progress in the provision of wayside Khans, new toll-bridges of stone or brick or resting on fragile pontoons. The roads, varying by districts in surface and security, were everywhere unsurfaced and neglected, deep in summer dust or flooded to seas of mud by rain or the overflow of canals.

499 Railways had, for many years, been hailed from a distance by 'Iraqis of every class as the bringers of ease and progress, and schemes in plenty had been propounded—those of Chesney in the eighteen-thirties, of Andrew in the 'fifties, and later of the Austrian von Pressel, the Italian Tonetti, the Frenchman Cottard, the Russian Kapnist. A local company had been formed in the 'eighties to construct a Khaniqin–Baghdad line, which lack of

6:Ireland S-5 (no date)1937 MHl Iraq MHl

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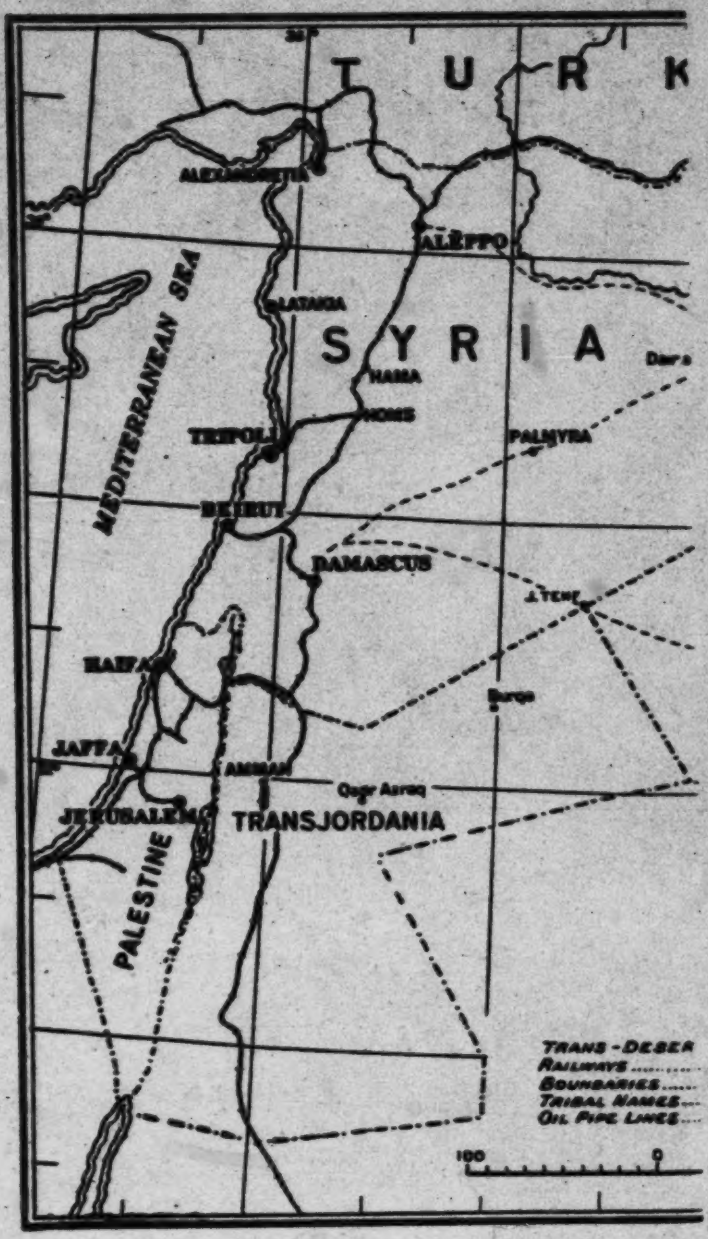

[following p. 96(a)]

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[following p. 96(b)]

6:Ireland S-5 (no date)1937 MH1 Iraq MH1

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[following p. 96(c)]

2g United Nations U-4 (no date) 1950 M1 Middle East
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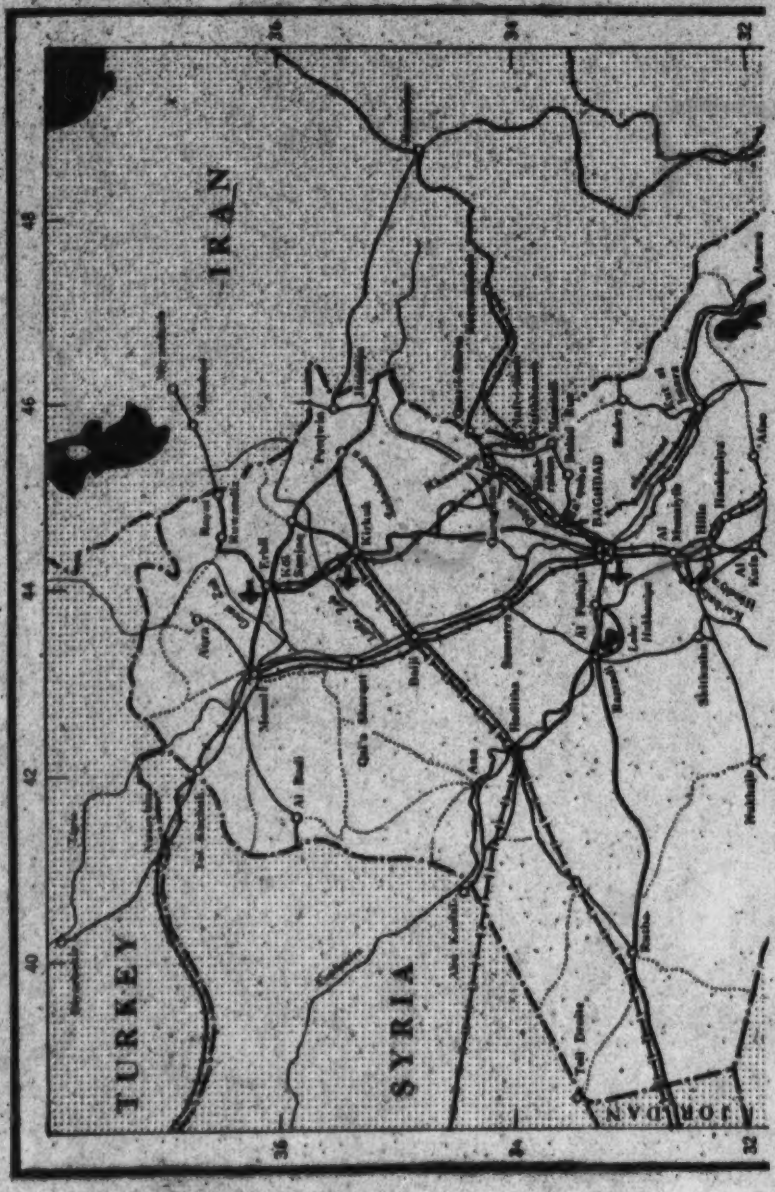

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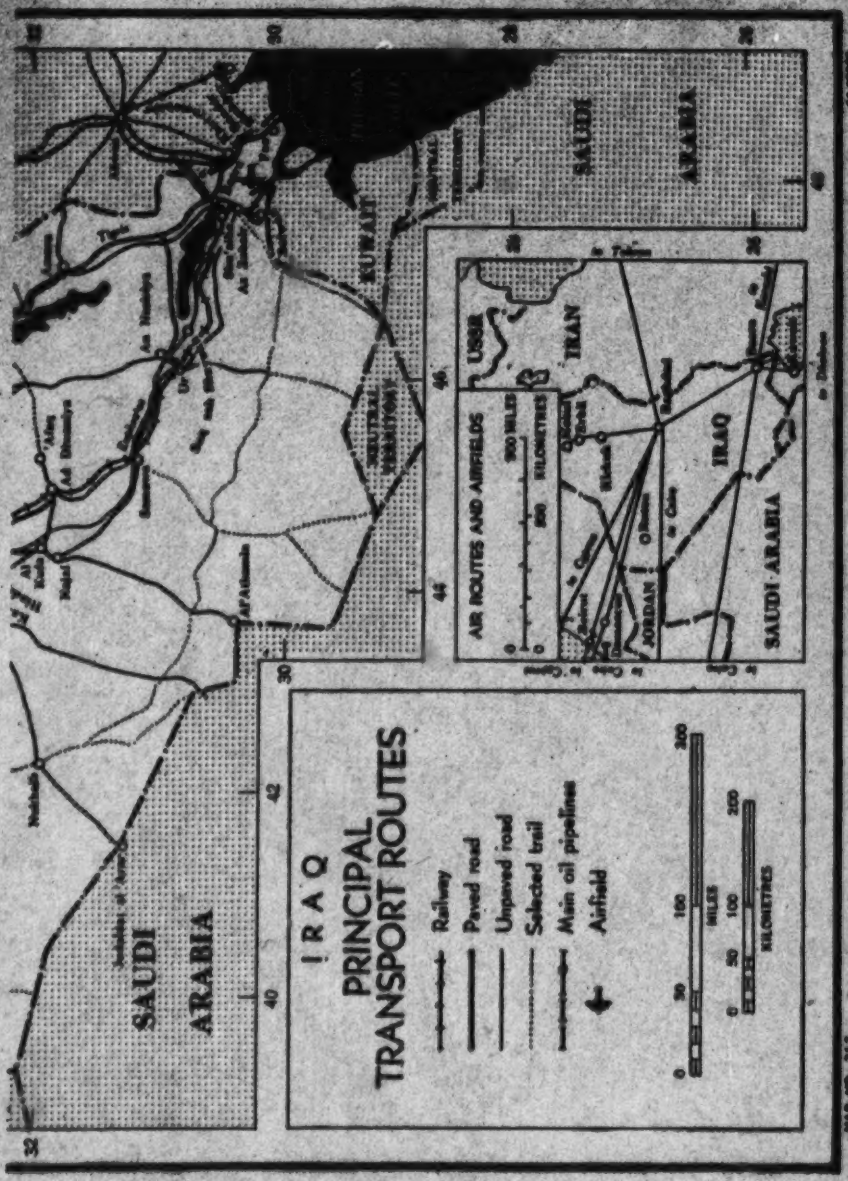

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487 Land Communications with Foreign Countries

496 Iraq has direct connexions:

By *railway:* with Turkey, through Syria, the frontier station of Nusaybin, to Haidar Pasha (suburb of Istanbul, on the sea of Marmora, at the southern end of the Anatolian shore of the Bosporus); with Syria, where the Baghdad line intersects the Syrian line to Damascus near Aleppo; with Lebanon, through Syria, by the junction at Raiat with the Damascus—Beirut line, and at Homs with the Homs—Tell Kalakh—Tripoli—Beirut line; with the State of Israel, by the Damascus—Jordan line and the narrow-gauge Dera—Haifa branch line; with the Hashimite Kingdom of the Jordan, by the Damascus—Dera—Nassib—Amman—Maan line; with Egypt, by the Haifa—Rafah—Cairo railway; with Iran, from the terminus of the Trans-Iranian Railway at Khurramshahr, on the left bank of the Shatt al-Arab (24.4 kilometres from Basra), towards Ahwaz—Teheran—Bandar-Shah, on the Caspian Sea;

487 By *motor transport roads:* with Turkey, directly
491 through Zakho, and through Syria, by the Mosul—Tel Kochek—Nusaybin—Diyarbekir roads; with Syria (and beyond) by the Mosul—Tel Kochek, Mosul—El Badi—Mineveh, Kirkuk—Haditha—Jalib-Akashe, Baghdad—Rutba—Tell Droite—Palmyra, and Baghdad—Rutba—Damascus roads; with Jordan: by the Baghdad—Ramadi—Rutba—Mafrak roads; with Saudi Arabia: by the Baghdad—Karbala—Nukhaib—Judaidal al Arar, and El Jauf

487 (Nefud Desert) roads; with Kuwait: Basra—Az
491 Zubair—Safwan, to Jahra; with Iran: Basra—(ferry-boat)—Tanwa—to Ahwaz, Baghdad—Khosrovi—Kermanshah—Hamadan—Kazvin—Teheran, Kirkuk—Sulaimaniya—Penjwin—Bashmak (frontier) towards Sinneh, Mosul—Erbil—Ruwandiz—Raiat.

Civil Aviation

503 Iraq has two airports for long distance international service, one at Baghdad and one at Basra. Each of these airports also has a seaplane base, the first on Lake Habbaniye, about 100 kilometres from the city of Baghdad; and the second, at Ma'agil, 7 kilometres from the town of Basra, near the land airport. The two airports are provided with modern technical equipment and with all the facilities for the comfort of the passengers, such as hotels, restaurants, etc. The country has several other aerodromes and landing fields, the most important of which are at Rutba and at Mosul. In 1948 and 1949, thorough-going repairs had to be made to the runways of the Baghdad airport, during which time it was only accessible to aircraft not exceeding eighteen tons. Nearly all the Baghdad traffic was
309 diverted to the Basra airport. In 1948, Basra airport was used by the Iraqi Airways Company and by seven international aviation companies, including